

Message Text

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PAGE 01 ATHENS 06343 031753Z

44

ACTION EUR-25

INFO OCT-01 ISO-00 EURE-00 SSO-00 NSCE-00 USIE-00 INRE-00

CIAE-00 DODE-00 PM-07 H-03 INR-11 L-03 NSAE-00 NSC-07

PA-04 RSC-01 PRS-01 SP-03 SS-20 CCO-00 SAM-01 IO-14

SCA-01 SCS-03 OMB-01 CIEP-03 SAJ-01 ACDA-19 DRC-01

/130 W

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O 031355Z SEP 74

FM AMEMBASSY ATHENS

TO AMEMBASSY NICOSIA IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 5264

AMEMBASSY ANKARA IMMEDIATE

CINCUSAAVEUR IMMEDIATE

COMSIXTHFLT IMMEDIATE

USDOCOSOUTH IMMEDIATE

CINCUSAFE IMMEDIATE

C O N F I D E N T I A L ATHENS 6343

E.O. 11652: GDS

TAGS: MOPS PFOR GR CY

SUBJ: ALLEGED SIXTH FLEET HARRASSMENT OF GREEK SHIPS

REF A. NICOSIA 2814 021350Z SEP 74 B. COMSIXTHFLT 021927Z
SEP 74 C. NICOSIA 2823

1. ON AUGUST 28 DCM RECEIVED FROM MIGLIARESSIS, DIRECTOR,
3RD DIRECTORATE, FONOFF, BOUT DE PAPIER CONVEYING SUBJECT
COMPLAINT, TEXT OF WHICH FOLLOWS:

QUOTE: ON AUGUST 23RD

1) AT 12.10 H., AN AMERICAN TWO-ENGINE AIRCRAFT
(CALL SIGN: US NAVY) OVERFLEW, AT AN ALTITUDE OF 500-800
METERS, THE GREEK CARGO 'OINOUSSAI' WHO HAD LEFT PIRAEUS
CONFIDENTIAL

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PAGE 02 ATHENS 06343 031753Z

AND WAS ON HER WAY TO CYPRUS.

2) AT 13.15 H., AN AMERICAN FOUR-ENGINE AIRCRAFT
(CALL SIGN: US NAVY, IO/15620 V P 65) OVERFLEW SAME SHIP
AT AN ALTITUDE OF 100 METERS APPROXIMATELY.
3) AT 16.55 H., AN AMERICAN JET (CALL SIGN: US NAVY)
OVERFLEW SAME SHIP AT AN ALTITUDE OF 500 METERS, THUS CAUS-
ING PANIC TO PASSENGERS, WHOSE REMOVAL ON ONE SIDE OF
'OINOSSAI' ENDANGERED THE STABILITY OF THE SHIP.
END QUOTE

2. IN COORDINATION WITH USDAO, WE FORMULATED RESPONSE,
WHICH DCM GAVE TO MIGLIARESSIS AUGUST 30. TEXT FOLLOWS:

QUOTE AIDE MEMOIRE

THE EMBASSY HAS DISCUSSED WITH COMPETENT UNITED
STATES MILITARY AUTHORITIES THE REPORTED OVERFLIGHTS OF
THE GREEK CARGO SHIP 'OINOSSAI' AS DESCRIBED IN THE MINISTRY'S
BOUT DE PAPIER OF AUGUST 28, 1974, AND WISHES TO BRING TO
THE MINISTRY'S ATTENTION THE CONSIDERATIONS SET FORTH BELOW.

IN THE ABSENCE OF ACCURATE GEOGRAPHICAL COORDINATES
THE UNITED STATES FORCES WOULD HAVE CONSIDERABLE DIFFICULTY
IN IDENTIFYING THE AIRCRAFT MENTIONED IN THE MINISTRY'S
COMMUNICATION. NEVERTHELESS, THERE SEEMS NO REASON TO DOUBT
THE GENERAL CREDIBILITY OF THE REPORT THAT THREE U.S. NAVY
AIRCRAFT OVERFLEW THE SHIP IN QUESTION. THE PURPOSE OF
SUCH FLIGHTS AND THE FRAMEWORK WITHIN WHICH THEY ARE FLOWN,
HOWEVER, MIGHT NOT BE CLEAR TO THE MINISTRY.

DURING PERIODS OF INTERNATIONAL TENSION, THE UNITED
STATES SIXTH FLEET MUST BE AWARE OF THE IDENTITY AND APPARENT
PATTERN OF ACTIVITY OF ALL SHIPS IN ITS VICINITY IN ORDER
TO KEEP ITSELF APPRISED AT ALL TIMES OF POTENTIALLY HOSTILE
SURFACE AND SUBSURFACE UNITS. SIMILARLY, THE SIXTH FLEET
ATTEMPTS TO TRACK AND IDENTIFY ALL AIRCRAFT OPERATING IN
ITS VICINITY. ONE OF THE WAYS IN WHICH POSITIVE IDENTIFICA-
TION IS MADE OF SHIPS AND PLANES SIGHTED BY RADAR IS THROUGH
VISUAL IDENTIFICATION PROCEDURES CARRIED OUT BY UNITED
STATES MARITIME AIRCRAFT. MULTIPLE VISUAL CHECKS ARE
MADE UNTIL A COURSE AND SPEED ARE ESTABLISHED, THUS ALLOWING
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PAGE 03 ATHENS 06343 031753Z

DEDUCED RECKONING PROCEDURES TO BE APPLIED.

THE IDENTIFYING PROCEDURES DESCRIBED IN THE MINISTRY'S
BOUT DE PAPIER ARE CONSISTENT WITH INTERNATIONAL CUSTOM
AND USAGE FOR SUCH ACTIVITIES CONDUCTED OVER INTERNATIONAL
WATERS. THIS INTERNATIONAL CUSTOM AND USAGE PROVIDES THAT
AIRCRAFT SHALL NOT PASS DIRECTLY OVER A SHIP AT AN ALTITUDE
OF LESS THAN 500 FEET (OR APPROXIMATELY 150 METERS). WHEN

AIRCRAFT ARE Laterally Displaced, NO ALTITUDE RESTRICTIONS
APPLY. SUCH PROCEDURES ARE ALSO FOLLOWED BY MARITIME PATROL
AIRCRAFT OF THE HELLENIC AIR FORCE FLYING MISSIONS FOR THE
HELLENIC NAVY.

UNITED STATES MILITARY AIRCREWS ARE UNDER STANDING
INSTRUCTIONS TO EXERCISE DUE REGARD FOR THE SAFETY OF PER-
SONNEL AND MATERIEL. THE EMBASSY CAN ASSURE THE MINISTRY
THAT AIRCRAFT OF THE SIXTH FLEET ARE AND WILL CONTINUE TO
OPERATE WITHIN SAFE LIMITATIONS. END QUOTE. TASCA

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